WBIG

July 31, 1931.

ANNOUNCER: Ladies and Gentlemen we next present the program of the Committee on Aeronautics of the Greensboro Chamber of Commerce, which is brought to you each Friday evening at this hour, and which has for its general purpose the presentation of interesting facts and figures in connection with Air-Travel and more particularly with the facilities reported at Greensboro's Municipal Airport. These programs are conducted by the Committee Chairman, Mr. George P. Geoghegan, Jr., whom I now introduce.

G.P.G.

Ladies and Gentlemen we are sticking to our policy of last week, not to give you a lot of indigestible facts and figures on these warm summer afternoons. I suggested however, that we would be glad to answer any question concerning aviation if you will write, or phone, your inquiry into the Chamber of Commerce office. For instance, are you quite sure you know why there are two radio aerials, one set on the Winston-Salem Road just before you reach the airport, and the second set on the Guilford College Road over behind the airport; and do you know just what these radio stations are used for. Of course, you know what that big stocking is for hanging down over the planeshed, but do you know just what a pilot would do if he circled over to look for it and it wasn't there. If you will just ask the question we will have the pilot himself tell you right down herein front of the microphone next Friday, or the following week. Our serious purpose in these broadcasts is to acquaint you with all the details of the operation of this air-station; to familiarize you with the passenger service in and out of here four times a day; with the mail service, which could deliver your Greensboro afternoon paper to you in Atlantic City on the same afternoon it is issued, provided you would take your eyes off the Board-walk long enough to read it. We'd like for everyone in Greensboro to be able to explain these things to out-of-town visitors. Did you ever count the visiting cars parked at the airport? It is a good center of interest and you will understand this out-of-town interest

if you will consider for a moment that very few cities in North Carolina or our neighboring States have such complete passenger and mail service, and such modern landing field equipment.

Just a few weeks ago the two sons of the Mayor of Greensboro, Paul Lindley, had occasion to go up to Detroit and decided to make the trip by air. These boys are naturally air-minded. Our airport derives its name from the Lindley family, and no citizen of Greensboro has given more time or made greater personal sacrifice than our present Mayor to bring to Greensboro a High-grade flying field. I have invited Paul, Jr., who is 16 yrs. old, a member of Greensboro High School, and his brother Jack, aged 22, and associated with his father in business, to appear with me this evening and give you first-hand a brief idea of what it is like to take a long air trip. Incidentally, it would take you ordinarily about three days by automobile. I'll ask Jack first to tell us about the route. Mr. Jack Lindley:

We left Greensboro at eight o'clock in the morning and were in Washington at 10.45. At Washington we transferred to a 12-passenger, Tri-motored Stinson-Detroiter on the Pennsylvania air lines which takes us through Pittsburgh, Akron, Ohio, to Cleveland. At Cleveland we transferred into an amphibian plane which took us across Lake Erie to Detroit. We got there at 6.25 in the afternoon.

G.P.G. You mean by amphibian plane - one that lands on water.

Jack: Yes, water or land either. This plane was equipped with both boats and wheels.

G.P.G. I have always wondered about those amphibian planes. When they land on water do they come out in boats and take you to shore?

Jack: No, they taxi right up to the dock, and the plane climbs up a ramp and we step right out on dry land.

G.P.G.: Paul will you now tell us what interested you most about this trip?

Paul: I believe it was when we flew over Lake Erie. A part of the time we were entirely out of the sight of land.

G.P.G.: You felt just like Lindbergh, eh?

Paul: No sir, not exactly -- I didn't have any sandwiches.

G.P.G.: But any way you know how it feels to make a trans-Atlantic flight?

Paul: Well, it was quite thrilling, but the Manager of the airport at Cleveland told us it was quite the customary thing in Cleveland. The trip across the lake only requires one hour, and he said a great many business men of Cleveland who have engagements in Detroit frequently make the trip by plane and without losing any business time. They leave Cleveland at 9:00 o'clock in the morning and arrive in Detroit at 10:00, transact their business and return to Cleveland at 4;00 o'clock in the afternoon.

G.P.G. Jack, you touched at about six landing fields. Which one impressed you as being the best?

Jack: That's hard to say Mr. Geoghegan, Washington seemed to be the busiest, The Southern lines and Western lines terminate there and it is quite a junction point with planes arriving and departing almost every few minutes. Akron, Ohio, was most interesting, as this is where the Goodyear Rubber Co. is building the largest zeppelin ever made for the United States Government. We didn't see the zeppelin, but saw the hangar and it was the most enormous one-story building I ever saw. It was fully a quarter of a mile long. I don't know how to describe its heighth---- taller than the banner building on Elm Street.

G.P.G.: Your father told me you had a scare in Cleveland.

Jack: Yes, but it wasn't in the plane, it was in the bus that took us from the landing field to the water-front. We went through that heavy afternoon traffic about 50 miles an hour. Paul and I expected a crash every minute. We sure were glad to get back on the plane again.

GPG— You didn't see much of Cleveland then?

Jack— Altogether we had an hour in Cleveland, and had a chance to see the new Cleveland Stadium where the Stribi ing-Schmelling fight was held. It is on the edge of Lake Erie and just across the street from the plane dock. We got a good look at it from the air and it looked plenty big to accomodate all of the prize-fight fans in the United States.

GPG— Many thanks to you both Paul and Jack. I w sh we had time to hear all of the details but you have given us a mo t concise and interesting re ort of what a long trip by air is like. Speaking of long trips, one world's record after another falls. Post and Gatty started it by circling the world in less than five days flying time. Yesterday two Americans took the long distance record away from France by flying 5000 miles to Turkey without stopping. Today two more Americans are half way 'round the world, trying to reduce Post and Gatty's time. Tonight the old reliable Lindberg is resting up in Ottawa before blazing new trails across the wilds of Canada on the way to Aisia. It seemed for a few years that European flyers would take all the honors, but surely America is coming into her own now. It is "our" own, for all this started right down here in North Carolina less than thirty years ago. I was on the coast a few weeks ago and picked up a most interesting document in Manteo from the very man who telegraphed to the world the news of the Wright Brothers flight, and I secured his permission to give it to our Greensboro radio audience, which I will do next Friday evening at this hour, and I hope you will be listening in.

ANNOUNCER— You have heard on the program just ended Mr. George P. Geoghegan Jr. and Me srs. Jack and Paul Lindley Jr. The Aeronautics Committee of the Chamber of Commerce has been supplied without cost a very interesting booklet on the progress of aviation in all its branches. It is called "Graphic facts About Aviation". It contains no advertising and a copy will be sent you with the compliments of the Greensboro Chamber of Commerce if you will phone or write them. At the same time ask any question you wish about aviation, particularly about the ships that come in and out of Greensboro. As Mr. Geoghegan told you last week, he expects to have as a guest on these Friday evening broadcasts one of the pilots, who will answer in intelligent and interesting fashion any question you send in.